BY ORDER OF THE COMMANDER AIR FORCE SPECIAL OPERATIONS COMMAND

AIR FORCE SPECIAL OPERATIONS COMMAND INSTRUCTION 21-102

24 MAY 2012

Maintenance

CORROSION CONTROL PROGRAM AND PAINT REQUIREMENTS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Managing Aerospace Equipment Maintenance*. It establishes policies and objectives and assigns responsibilities for implementing and maintaining an effective corrosion prevention and control program for aerospace systems, equipment, and components in Air Force Special Operations Command (AFSOC). It specifies responsibilities performed at each level of command and implements guidance presented in Air Force Instruction (AFI) 20-114, *Air and Space Equipment Management*, A series, Technical Orders (T.O.s) 1-1-691, *Aircraft Weapons Systems Cleaning and Corrosion Control*, 1-1-689, *Avionic Cleaning and Corrosion Prevention/Control*, all applicable Air Force Occupational Safety and Health (AFOSH) standards, command checklists, and the specific aircraft –23 technical orders. It establishes interior and exterior paint finishes standards for the size, location, and color of aircraft exterior markings for AFSOC aircraft by type and mission. This instruction applies to all AFSOC units having permanently assigned aircraft. This instruction does not apply to Air National Guard (ANG) or Air Force Reserve (AFRC) units. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This revision adds CV-22 internal and external paint finish requirements.

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Chapter 1

CORROSION PREVENTION AND CONTROL PROGRAM

1.1. General. A definite interrelationship exists between preventing and controlling corrosion on aerospace equipment. Corrosion will decrease with an increase in corrosion prevention. At field level, the best and most economical means of corrosion prevention is frequent cleaning in conjunction with periodic maintenance, painting (touch-up), and corrosion inspections. Prevention is the hub to an effective corrosion control program; therefore, strict adherence to corrosion prevention policies is essential. United States Air Force (USAF) technical instructions for corrosion prevention, detection, treatment, and protection furnish general guidance concerning application of the AFSOC corrosion prevention and control program. The applicable USAF or manufacturer weapons system equipment manual will include inspection frequencies and maintenance requirements of specific weapons systems and equipment. There is no authorization to deviate from the requirements of this instruction without prior approval of Headquarters (HQ) AFSOC/A4M. Crossflow of information is essential to the program. This instruction authorizes all program managers' direct communications with their counterparts (all echelons) on any matter pertaining to the program.

1.2. MAJCOM Program Management Responsibilities.

1.2.1. HQ AFSOC/A4MSS is assigned Corrosion Control Manager responsibilities. In addition to the responsibilities outlined in AFI 20-114, *Air and Space Equipment Management*, the AFSOC corrosion manager will:

1.2.2. Review Air Force publications concerning corrosion prevention and control for adequacy and coordination with appropriate agencies.

1.2.3. Submit comments and recommendations based on experience to agencies responsible for the concept, definition, and acquisition of Air Force materiel.

1.2.4. Coordinate with Air Force Materiel Command (AFMC) on the development and testing of corrosion control techniques and materiel.

1.2.5. Communicate with Air Education Training Command (AETC) on the corrosion training curriculum. HQ AFSOC/A4MMT will coordinate on all training matters that effect the AETC developed courses.

1.2.6. Represent the command at the Corrosion Prevention Advisory Board (CPAB) for assigned weapons systems.

1.3. Wing/Group Corrosion Manager Responsibilities.

1.3.1. The wing/group commander will designate a corrosion control manager. Submit in January of each year, if changed: name, functional address, office symbol, e-mail address, DSN, and FAX to HQ AFSOC/A4M. This manager will serve as the intermediate command focal point for the corrosion control program.

1.3.2. Monitor subordinate units' compliance with applicable provisions of 20-114, *Air and Space Equipment Management*, and this instruction.

1.3.3. Ensure units develop and issue technical and administrative instruction on the AFSOC corrosion control program (i.e., aircraft wash cards).

1.3.4. Review base requirements for training, facilities, equipment, and materiel to support the corrosion program.

1.3.5. Develop and submit to HQ AFSOC/A4MS comments and recommendations for improvement of the corrosion program as needed.

1.3.6. Supplement AFSOC corrosion control directives, as required, to maintain a sound corrosion control program.

1.3.7. Forecast and plan funding to attend the Corrosion Prevention Advisory Board (CPAB) for assigned weapons systems.

1.3.8. Coordinate with each flying and maintenance squadron for CPAB action items and submit these items to HQ AFSOC/A4M when tasked.

1.4. Corrosion Prevention Advisory Board (CPAB).

1.4.1. AFI 20-114, *Air and Space Equipment Management*,, authorizes a CPAB for all aircraft. The purpose of the CPAB is to investigate specific airframe corrosion-related problems, evaluate procedures, and make appropriate recommendations.

1.4.2. Membership includes representatives from AFSOC, other MAJCOMs, individual Air Logistics Centers (ALCs), and SOF wing/groups.

1.4.3. Although the CPAB is primarily advisory in nature, its findings and recommendations represent the consensus of the board members.

1.4.4. The CPAB, with AFSOC notification, may make investigative visits to AFSOC units.

1.5. Cleaning and Washing of Aircraft.

1.5.1. Maintenance Group (MXG), Special Operations Squadron (SOS), and Maintenance Squadron (MXS) commanders will establish and enforce procedures and controls to ensure accomplishment of exterior and interior aircraft cleaning cycles IAW T.O. 1-1-691, *Aircraft Weapons Systems Cleaning and Corrosion Control*. AFSOC units located in severe corrosion environments or frequently operate low level flights over salt water must aggressively maintain a strict wash schedule for a sound corrosion prevention and control program. Units will provide by letter to HQ AFSOC/A4MS a history of assigned aircraft washes by 31 Jan for the previous year. At a minimum it will include aircraft tail number and dates (for the year) washed. This data will be used to assist in pinpointing recurring causes of corrosion. This report is designated emergency status code "D" IAW AFI 33-324, *The Information Collections and Reports Management Program; Controlling Internal Public, and Interagency Air Force Collections,* paragraph 2.6.

1.5.2. A complete exterior wash and interior cleaning will be accomplished prior to each isochronal or phase inspection.

1.5.3. After each wash, lubricate the aircraft IAW the weapons system technical order.

1.5.4. Units operating aircraft near or over salt water will develop local procedures to ensure that clear water rinse requirements in T.O. 1-1-691, *Aircraft Weapons Systems Cleaning and*

Corrosion Control, are met. Units will provide a copy of their procedures to HQ AFSOC/A4M for use in cross talks and command-wide dissemination of ideas.

1.5.5. All AFSOC aircraft stationed in severe corrosion environments will have a complete after wash corrosion inspection by structural maintenance personnel.

1.5.6. All C-130 squadrons will ensure the urinal area of their aircraft is cleaned and inspected at each Basic Post Flight (BPO) and aircraft wash. This is a corrosion prone area requiring constant attention. Pay particular attention to corrosion prone areas identified in 1C-130A-23, *System Peculiar Corrosion Control USAF Series C-130A/B/D/E/H/N/P Aircraft,* or 1C-130(E)J-23, *Corrosion Prevention and Control Manual*.

1.5.7. Units eligible for wash interval waivers must submit waivers IAW T.O. 1-1-691, *Aircraft Weapons Systems Cleaning and Corrosion Control,* to HQ AFSOC/A4MS in conjunction with the System Program Director (SPD). The SPD has the final approval authority. HQ AFSOC/A4MS will forward a copy of the waiver to AFRL Robins AFB, AFRL/RXSSR. Waivers will expire one year after approval is granted. Each year a new waiver is required.

1.6. Contract Aircraft Cleaning Services.

1.6.1. For organizations utilizing a performance contract: the MXG/CC or MXS/CC will establish local inspection requirements to ensure the provisions of the contract services are met. Use the customer complaint system (reference AFI 63-124, *Performance Based Service Acquisition*) to identify deficient services.

1.6.2. Each contract is a binding agreement between the government and a contractor that requires compliance in its entirety. Under no circumstances will units change, reduce, or increase the provisions and work specifications of the contract without approval of the contracting officer. All statements of work will be reviewed and coordinated at base level and HQ AFSOC/A4M prior to award of contract.

1.6.3. The MXG/CC or MXS/CC will appoint, in writing, quality assurance evaluator (QAE) personnel to monitor contractor performance IAW AFI 63-124, *Performance Based*, *Service acquisition*.

1.7. Prevention.

1.7.1. All maintenance personnel, regardless of Air Force Specialty Code (AFSC), are responsible for identifying corrosion. Upon discovery of corrosion discrepancies that may affect aircraft structural integrity, safety of flight or equipment serviceability beyond the using work center's capability to correct, a structural maintenance (2A7X3) specialist will be dispatched to evaluate the discrepancy. Enter all discrepancies noted during these inspections in the maintenance forms and Core Automated Maintenance System (CAMS) or Integrated Maintenance Data System (IMDS).

1.7.2. Aircraft avionics systems and instruments are extremely critical for safety of flight and are no less susceptible to corrosion than any other portion of the aircraft. All avionics work sections must be familiar with and have available for use, T. O. 1-1-689, *Avionic Cleaning and Corrosion Prevention/Control*. It is the responsibility of avionics maintenance personnel to inspect and clean the pins and sockets of disconnected electrical connectors, black boxes, LRUs, and inside equipment drawers, etc., for corrosion. When corrosion is

identified beyond the capability of the Avionics shop to correct, request assistance from the structural maintenance shop.

1.7.3. It is not economical to treat minor hardware (screws, nuts, bolts, clamps, etc.) for corrosion. Replace any corroded minor hardware as soon as possible.

1.8. Corrosive Chemical Substance.

1.8.1. A corrosive chemical spill aboard an aircraft is one of the most potentially hazardous situations encountered by maintenance and aircrew personnel.

1.8.2. When a corrosive chemical leak or spill occurs aboard an AFSOC aircraft, immediately perform neutralization and clean up of the chemicals upon landing IAW AFMAN 24-204(I), *Preparing Hazardous Materials for Military Air Shipments*. Each unit involved will annotate the debriefing check sheets to ensure prompt notification of the structural maintenance shop. Make entries on the aircraft's forms as to what type of chemical spilled, area contaminated, specific neutralization procedures, and results of corrosion inspection. Expeditious chemical neutralization is essential to prevent structural damage. After neutralization, perform a comprehensive corrosion inspection of the affected area.

1.8.3. Clean aircraft and equipment soiled with fire extinguishing materials as soon as possible after exposure. Do not allow fire extinguishing residue, such as bromochoromethane (CB) or dibromodifloromethane extinguishing materials, to remain on the equipment for a period of four hours or more. T.O. 1-1-691, *Aircraft Weapons Systems Cleaning and Corrosion Control,* contains specific agent removal procedures. If the aircraft or equipment is impounded as a result of an accident, the accident investigation board shall consider the rapid corrosive attack of the fire extinguishing material. They will release the aircraft for removal of this material at the earliest possible time consistent with the accident investigation. Prompt action in accomplishing this procedure can result in savings of considerable man-hours and materiel.

1.9. Protective Coatings.

1.9.1. Application of quality coatings usually provides protection of aircraft and AGE surfaces. There are corrosion preventative compounds (CPC) and many types of inorganic coatings available to protect unpainted metals. Choice of the proper protective coatings depends upon technical order requirements, type of metal, available facilities, environmental conditions, and operating locations of the equipment. There are many more variables to take into consideration when choosing the proper coating; therefore, structural maintenance personnel must exercise sound judgment. Total repainting of aircraft is not authorized due to federal, state, and local environmental restrictions and lack of proper facilities. If corrosion treatment is beyond the work center's capability request engineering assistance IAW T.O. 00-25-107, *Maintenance Assistance.* For CV-22's, submit a technical assistance request (TAR) through Quality Assurance into the V-22 Tech Assist Management Program (VTAMP) IAW T.O. 00-25-107.

1.10. Aerospace Ground Equipment (AGE).

1.10.1. AGE corrosion control is equally as important as aircraft corrosion control. AGE T.O.s and the applicable equipment T.O.s contain adequate guidance for an effective corrosion prevention and control program.

1.10.2. AGE supervision will establish an aggressive corrosion control plan to ensure equipment is maintained to the highest standard. Schedule all corrosion repairs or repainting that is beyond the responsible work center's capability with the Structural Maintenance Element.

1.10.3. Apply markings IAW T.O. 35-1-3, *Corrosion Prevention, Painting and Marking of USAF Support Equipment (SE)*. Markings may be applied in paint or vinyl.

1.10.4. The use of sprayable corrosion preventive compounds (CPC) is encouraged.

1.11. Mobility Equipment.

1.11.1. Mobility equipment that requires markings IAW AFI 10-403, *Deployment Planning and Execution*, will have the mobility markings applied using color (flat black-37038) or (semi-gloss olive drab-24087). Markings may be applied in paint or vinyl.

1.12. Training.

1.12.1. Units will provide all (2AXXX) aircraft maintenance personnel (excluding AFSC 2A7X3, Aircraft Structural Maintenance, those performing administrative, supply, and manning duties) with corrosion training. Training frequency will consist of annual familiarization. Corrosion training will be documented in CAMS/IMDS.

1.12.2. Training curriculum will include, but is not limited to:

1.12.2.1. Corrosion identification procedures and techniques.

1.12.2.2. Knowledge of aircraft and equipment corrosion susceptible areas.

1.12.2.3. Reporting and documenting procedures for identified corrosion.

1.12.2.4. Proper selection and use of sealant for corrosion prevention.

1.12.2.5. Proper selection and use of corrosion preventive compounds.

Chapter 2

AIRCRAFT PAINT REQUIREMENTS

2.1. General. Aircraft paint programs are essential to aircraft longevity. Proper paint and marking procedures ensure standardization and prevent corrosion. Units will adhere to Air Force, Major Command (MAJCOM), Unit and Technical Order guidance to ensure AFSOC aircraft are properly painted and marked.

2.1.1. Deviation from Policy. At times it may be necessary to deviate from established guidance. Send deviation requests IAW T.O. 1-1-8, Chapter 9, *Exterior Finishes, Insignia and Markings Applicable to USAF Aircraft*, signed by applicable maintenance unit commanders to HQ AFSOC/A4MS prior to application of any insignias or markings not authorized by this instruction. Include exact reference dimensions and two copies of 8 by 10-inch color photographs depicting the proposed location and surrounding area with the request. (Colored digital pictures can be used in lieu of color photographs).

2.1.2. The 1 SOS is authorized to display the logo "Stray Goose" on the vertical stabilizer of unit aircraft. Use gray color, Fed Std 595, # 36293.

2.1.3. Remove all command markings from aircraft prior to permanent transfer from AFSOC. This does not apply to aircraft being sent to permanent storage facilities.

2.2. Fixed Wing Aircraft. (All coatings will be polyurethane MIL-PRF-85285, Type IV)

2.2.1. Fuselage: Dark gray (Fed Std 595, 36118) from top of aircraft wrapped down to water line 159; light gray (Fed Std 595, #36293) will cover the rest. Feather dark gray into light gray.

2.2.2. Wings:

2.2.2.1. Top: Dark gray (Fed Std 595, #36118)

2.2.2.2. Bottom: Light gray (Fed Std 595, #36293) wrap dark gray around leading edge and feather into light.

2.2.3. Vertical Stabilizer: Dark gray (Fed Std 595, #36118)

2.2.4. Engine Nacelles: Dark gray (Fed Std 595, #36118)

2.2.5. External Fuel Tanks/Air Refueling Pods/Pylons:

2.2.5.1. Top: Dark gray (Fed Std 595, #36118) wrapped around to water line 215.6.

2.2.5.2. Bottom: Light gray (Fed Std 595, #36293) Feathered dark gray into light gray.

2.2.5.3. Pylons: Dark gray (Fed Std 595, #36118)

2.2.6. All exterior markings will contrast primary top coat color.

2.2.7. AC-130H/U/J: All gun blast diffusers will be painted black.

2.2.7.1. Wheels: All fixed wing wheels shall be black (Fed Std 595, #37038)

2.2.8. CV-22. Contact the Fleet Support Team (FST) for the current version of drawing 901 020 752, *CV-22 External Finish and Markings*.

2.3. Rotary Wing. (All coatings will be polyurethane MIL-PRF-85285, Type IV)

2.3.1. UH-1N: Painted IAW T.O. 1-1-8.

2.3.2. All exterior markings will be black unless otherwise indicated. * See marking specifications.

Chapter 3

INTERIOR PAINT REQUIREMENTS. (ALL COATINGS WILL BE POLYURETHANE MIL-PRF-85285)

3.1. Fixed Wing Aircraft.

3.1.1. AC-130H, MC-130P, MC-130E: Flight Deck/Cargo Compartment; Black (Fed Std 595, #37038).

3.1.2. C-130E, AC-130U, MC-130H, MC-130W, MC-130J: Flight Deck/Cargo Compartment: Dark gray (Fed Std 595, #36118).

3.1.2.1. Battle Management Center: Black (Fed Std 595, #37038).

3.1.2.2. MC-130H, MC-130W: Windshield and Clear Vision Window Area Posts: Black (Fed Std 595, #37038).

3.1.3. CV-22 Flight Deck/Cargo Compartment: Black (Fed Std 595, #37038).

3.2. Rotary Wing.

3.2.1. **UH-1N**.

3.2.1.1. Flight Deck/Cabin: Black (Fed Std 595, #37038).

Chapter 4

AIRCRAFT REFURBISHMENT

4.1. General.

4.1.1. Each unit is responsible for developing budgeting, cost, scheduling, and accomplishing their own programs. The purpose of reconditioning is to prevent corrosion. Cleaning is the most important factor to prevent corrosion.

4.1.2. Any awaiting maintenance and/or inspections may be performed in conjunction with reconditioning.

4.1.3. Units are encouraged to ensure that an adequate number of personnel are available to complete intricate interior cleaning and inspecting to ensure corrosion is detected and repaired.

4.1.4. Units will maintain aircraft appearance with minimum loss of aircraft availability.

4.1.5. All Group Commanders must ensure operators and maintainers share equal responsibility for the cleanliness, appearance, and serviceability of aircraft interiors. It is everyone's responsibility to maintain the integrity of aircraft appearance.

Chapter 5

AIRCRAFT MARKINGS AND NOSE ART

5.1. Nose Art.

5.1.1. Nose Art may be applied to the forward area of the fuselage on AFSOC aircraft as specified below when approved by the wing or group commander. Do not use squadron or MAJCOM identification. The nose art selected for each aircraft shall be:

5.1.2. Distinctive, symbolic, and designed in good taste.

5.1.3. Enhance unit pride.

5.1.4. Representative of the unit.

5.1.5. Gender neutral.

5.1.6. Lusterless paints or vinyl.

5.2. Aircraft Markings.

5.2.1. Refer to Attachment 1 through Attachment 4 for specifications and markings for specific aircraft. The markings in this instruction have been coordinated and approved with Warner Robins ALC and Headquarters USAF.

5.2.2. Naming of aircraft must be coordinated through MAJCOM to HQ USAF/CV for final approving authority.

5.2.3. Combat scores or "Combat kills" applied to AFSOC aircraft are not considered nose art and will not be displayed. Kill marks are not authorized by Headquarters USAF.

JOHN J. HALLER, JR., GS-15, DAF
Executive Director of Logistics

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 21-1, *Managing Aerospace Equipment Maintenance*, 25 Feb 2003

AFI 10-403, De*ployment Planning and Execution,* 13 Jan 2008

AFI 20-114, *Air and Space Equipment Management*, 07 Jun 2011

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AFMAN 24-204(I), *Preparing Hazardous Materials for Military Air Shipments*, 01 Sep 2009

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T.O. 00-25-107, *Maintenance Assistance,* 15 Jan 2008

T.O. 35-1-3, *Corrosion Prevention, Painting and Marking of USAF Support Equipment (SE)*, 01 Sep 2006

1C-130A-23, *System Peculiar Corrosion Control USAF Series C-130A/B/D/E/H/N/P Aircraft*, 15 May 2001

1C-130(E)J-23, *Corrosion Prevention and Control Manual*,01 Aug 2006

Prescribed Forms

None

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*, 22 Sep 2009

Abbreviations and Acronyms

AETC—Air Education Training Command

AFSC—Air Force Specialty Code

AF—Air Force

AFI—Air Force Instruction

AFMC—Air Force Materiel Command

AFOSH—Air Force Occupational Safety and Health Standard

AFPD—Air Force Policy Directive

AFSOC—Air Force Special Operations Command

ALCs—Air Logistics Centers

AFRC—Air Force Reserve Command

AFMAN—Air Force Manual

AFRIMS—Air Force Records Information Management System

ANG—Air National Guard

BPO—Base Post Flight

CAMS/IMDS—Core Automated Maintenance System/Integrated Maintenance Data System

CB—Bromochoromethane

CPAB—Corrosion Prevention Advisory Board

CPC—Corrosion Preventative Compounds

HQ—Headquarters

MXS—Maintenance Squadron

OPR—Office of Primary Responsibility

MXG—Maintenance Group

RDS—Records Disposition Schedule

SOS—Special Operations Squadron

SOF—Special Operations Forces

SPD—System Program Director

TAR—Technical Assistance Request

T.O.—Technical Orders

VTAMP—V-22 Tech Assist Management Program

USAF—United States Air Force

Attachment 2

C-130 SPECIFICATIONS

Table A2.1. C-130 Specifications.

Designator	Markings	Location	Size	Color
A	Crew Chief	Directly above and centered on crew entrance door. **Note***:* AC-130H; Six inches forward of paratroop door with bottom of block parallel with top of door. (See continuation of Attachment 2) Vinyl authorized.	1 ¾ inch	36293
B	USAF and Aircraft Radio Call Numbers	Both sides of vertical stabilizer. USAF 12 inches above tail call number and centered; numbers 60 inches above horizontal stabilizer.	6 inch	36293
C	Station numbers (last four digits of aircraft serial number)	Nose of aircraft, right and left side. Place to edge of numbers on WL 192 and leading edge at FS 134.	6 inch	36293
D	Ice Detection	See paint drawing # 93104893	See drawing	37038
E	National Star Insignia	See paint drawing # 8226763	15 inch	36293
F	Nose Art	Left side of fuselage. 33 inches aft and 13 inches above line extending parallel to bottom of pilot's lower kick window. **Note:** AC-130H; Centered on intersection of FS 116.65 and WL 164.5 (See continuation of attachment 2) Location of Nose Art on AC-130-H should be centered above crew entrance door and parallel with windows. Slight variations are authorized.	Not to exceed four feet by four feet square	Lusterless paint/vinyl
G	Refueling Marking (Radio Call Number)	Aft edge of UARRSI dubbler panel. Full aircraft serial number. (i.e. 69-6575)	4 inch	36622
Note:	Ammunition Placard	Right side of fuselage centered between FWD edge of air deflector door and SPR panel. Top of block even with top of SPR door. (AC-130H/U/, MC-130W, C-130E)	16"x10"	36293

Figure A2.1. C-130 Specifications.

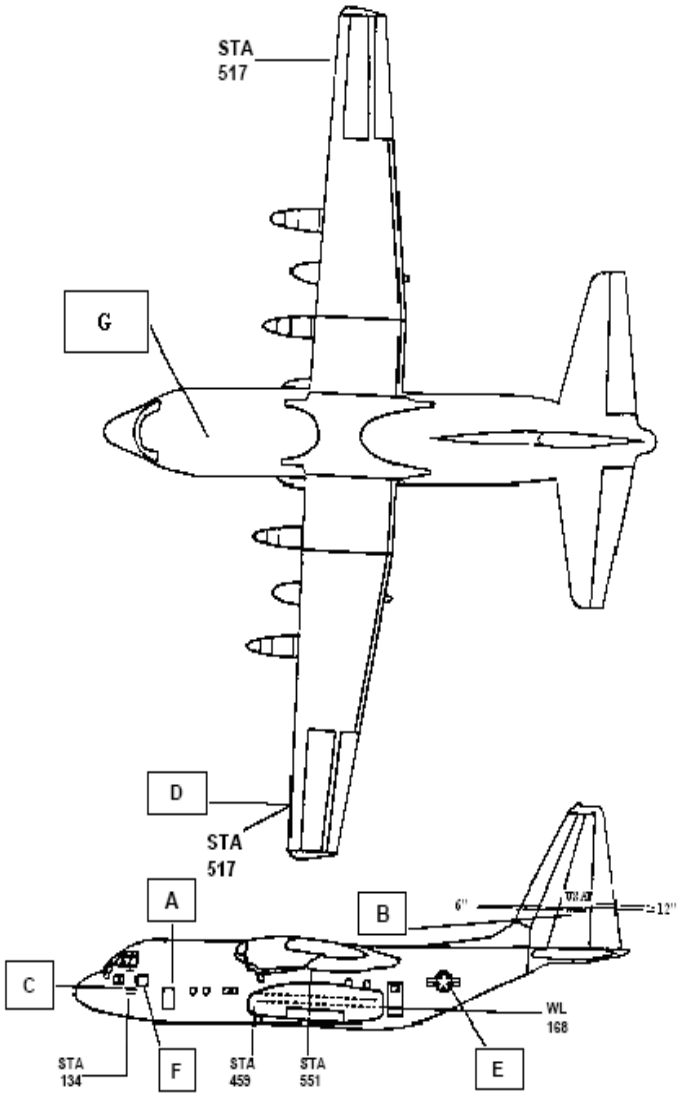
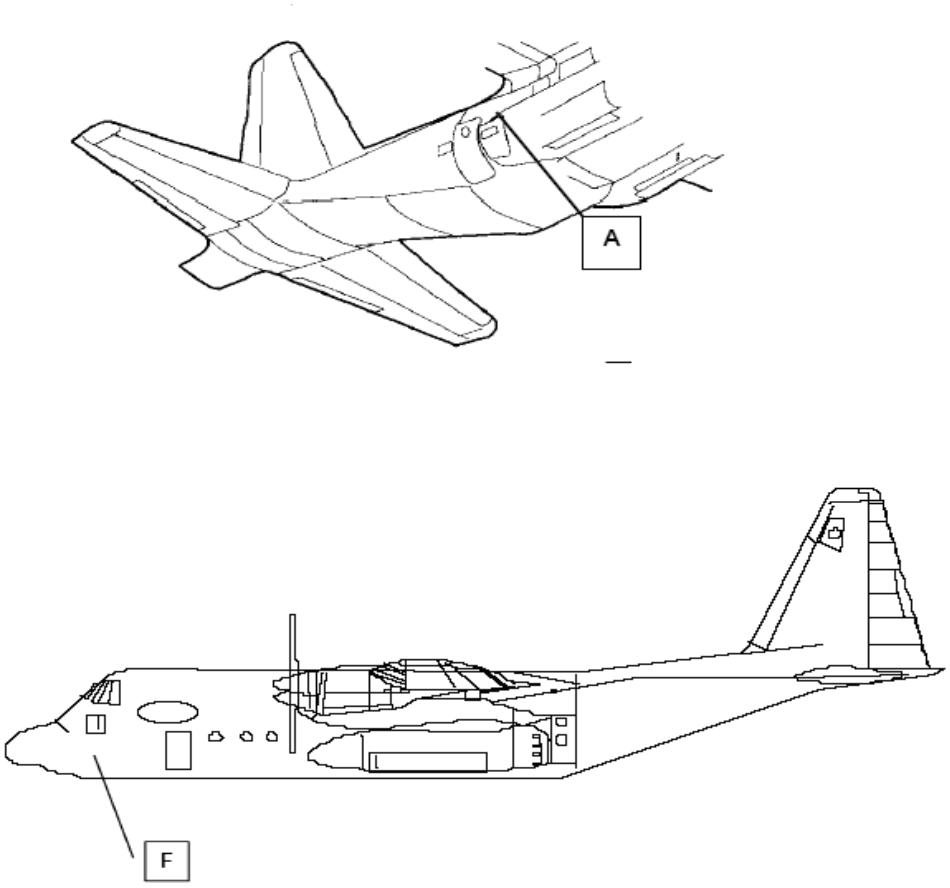
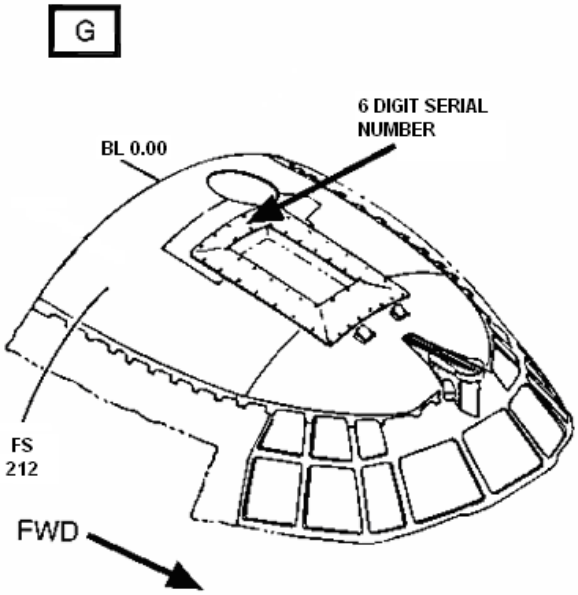


Figure A2.2. C-130 Markings.



AC-130H

Figure A2.3. Refueling Door.



Attachment 3

UH-1N SPECIFICATIONS

Table A3.1. UH-1N/H Specifications.

Designator	Marking	Location	Size	Color
A	Crew Chief	Center below Pilot Crew door. Vinyl authorized.	1 inch	37038
B	USAF and Last 5 digits of Aircraft serial Number	Both sides Center horizontal and vertical on tail.	6 inch	37038
C	Station Numbers (Last four digits of aircraft serial number)	Centered 2” below Glide Scope Antenna.	4 inch	37038
D	National Star Insignia	Both sides of tail boom, 5” aft boom attach bulkhead, centered on tail boom centerline.	15 inch	37038
E	Nose Art	Center on Pilot and Co-pilot doors.	Not to exceed 2 square feet	37038
F	Anti-glares	Above BL 38R and 38L and WL 33.		37038
Note: “ Leopard” camouflage pattern authorized for FID aircraft only				

Figure A3.1. UH-1N Markings.

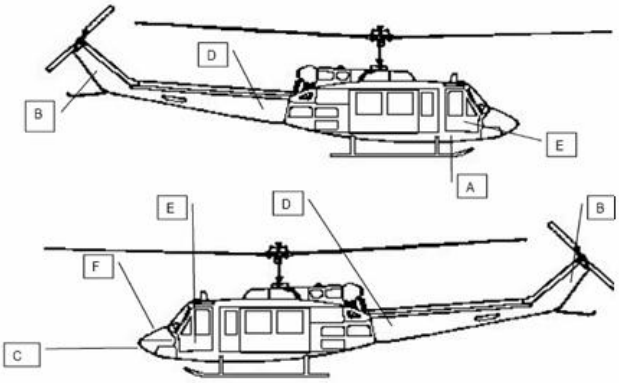


Figure A3.2. UH-1N Camouflage Markings.

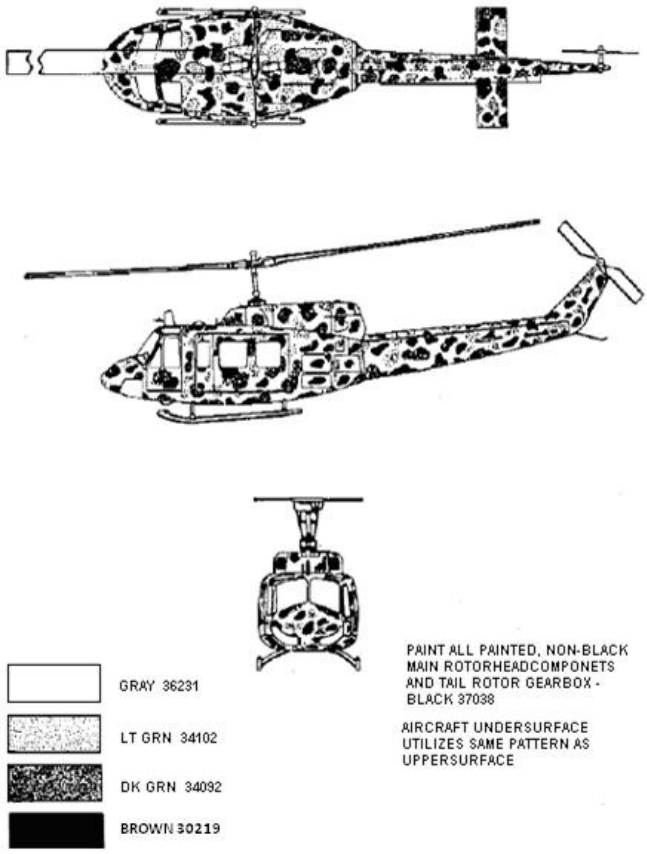


Figure A3.3. UH-1H "Tiger" Marking Specifications.

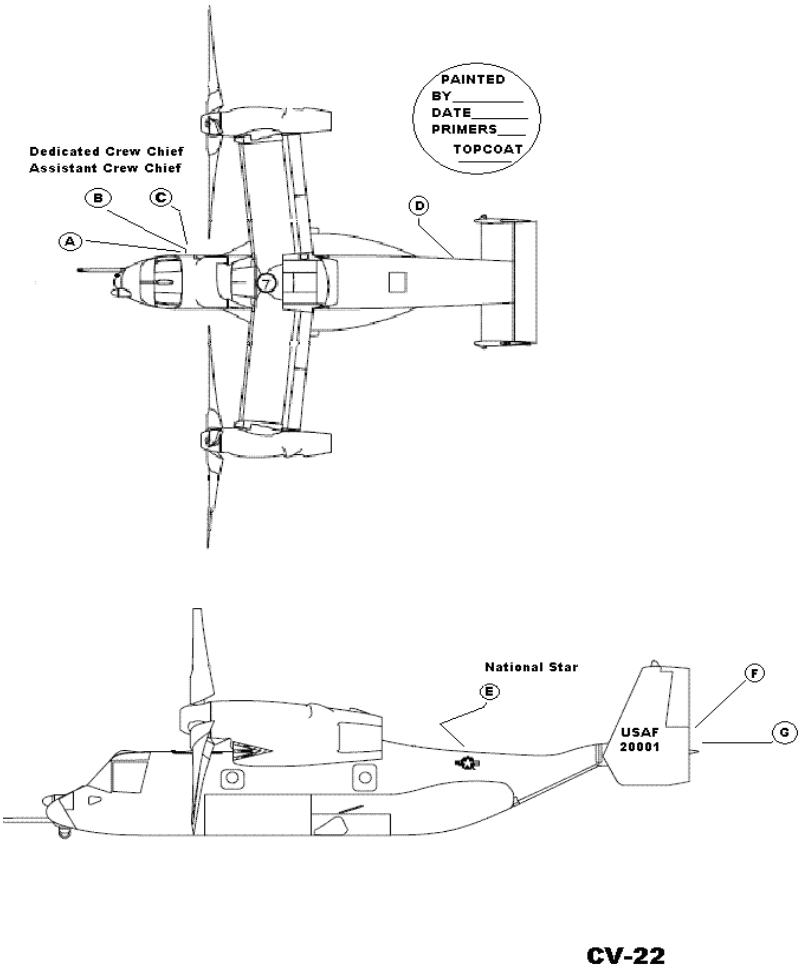
Attachment 4

CV-22 MARKING SPECIFICATIONS

Table A4.1. CV-22 Marking Specifications.

Designator	Marking	Location	Size	Color
A	Crew chief	Right side of fuselage only. Aft of crew entry door and adjacent to top of door opening. Vinyl authorized.	1 3/4 inch	36293
B	Nose Art	Right side only, between aft o pilot window and crew entry door above SIRFC antenna. Vinyl authorized	Not to exceed 2 square feet	36293
C	Armament Placard	Below Rt Fwd SIRFC antenna and Fwd of crew entry door	10”x 8”	36293
D	Paint Facility ID	Rt side fuselage transition area even with leading edge of horizontal stabilizer.	3 inch	36293
E	National STAR	Lt & Rt Side fuselage Approx FS 580.	15 inch	36293
F	USAF	Center above radio call sign.	6 inch high 1 inch spacing	36293
G	Station radio Call sign	Lt & Rt OutBd Vertical stabilizer.	6 inch high 1 inch spacing	36293

Figure A4.1. CV-22 Marking Specifications.



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